

# China Mail

Established February, 1845.

VOL. XLIV. No. 7049.

號五十二年八十八百八十一英

HONGKONG, SATURDAY, FEBRUARY 25, 1888.

日四十正年子

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E. C. BATES, HENRY & Co., 15, Wallbrook. C. SAMUEL, DRAGON & CO., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E. C.

PARIS AND EUROPE.—AMBERT PRINCE & Co., 36, Rue Lafitte, Paris.

NEW YORK.—ANDREW WINT, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, MELBOURNE AND SYDNEY.

CEYLON.—W. M. SMITH & Co., THE APOTHECARY'S CO., COLOMBO.

SINGAPORE, STRAITS, ETC.—SAVAGE & CO., SINGAPORE. T. HEINZEN & CO., MANILA.

CHINA.—ALMOS, F. A. DE CRUZ, SANTO, QUELCH & CO., AMY, N. MOALLE, POOSH, HEDGE & CO., SHANGHAI, LANE, CRAWFORD & CO., KELLY & WALSH, YOKOHAMA, LANE, CRAWFORD & CO., MANILA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$3,900,000  
RESERVE LIABILITY OF PRO-  
PRINTERS, \$7,500,000

COURT OF DIRECTORS.  
Chairman—HON. JOHN BELL IRVING,  
Deputy Chairman—W. H. FORBES, Esq.  
C. D. BOTTOMLEY, Esq. A. P. McEWEN,  
Esq. S. C. MICHAELSEN,  
W. G. BRODIE, Esq.  
H. L. DALMUYL, Esq.  
J. S. MOORE, Esq.  
H. HOPKINS, Esq.  
B. LAYTON, Esq.

CHIEF MANAGER,  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER,  
Shanghai, EVEN CAMPION, Esq.  
LONDON BANKERS—London and County  
Bank.

HONGKONG,  
INTEREST ALLOWED,  
ON Current Deposit Account at the rate  
of 2 per cent. per annum on the daily  
balance.

On Fixed Deposits—

For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED,  
Credits granted on approved Securities  
and every description of Banking and  
Exchange business transacted.

Drats granted on London, and the  
chief Comerical places in Europe, India,  
Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.  
Hongkong, January 25, 1888.

NOTICE

RULES OF THE HONGKONG  
SAVINGS' BANK.

1.—The business of the above Bank will  
be conducted by the Hongkong and  
Shanghai Banking Corporation, on their  
premises in Hongkong. Business hours  
on week-days, 10 to 3; Saturdays, 10  
to 1.

2.—Sums less than \$1. or more than \$250  
at one time will not be received. No  
depositor may deposit more than \$2,500  
in any one year.

3.—Depositors in the Savings' Bank having  
\$100 or more at their credit may at  
their option transfer the same to the  
Hongkong and Shanghai Banking Cor-  
poration on fixed deposit for 12 months  
at 5 per cent. per annum interest.

4.—Interest at the rate of 3*1/2* per cent. per  
annum will be allowed to depositors on  
their daily balances.

5.—Each Depositor will be supplied gratis  
with a Pass-Book which must be pre-  
sented with each payment or with-  
drawal. Depositors must not make  
any entries themselves in their Pass-  
Books but should send them to be  
written up at least twice a year, about  
the beginning of January and begin-  
ning of July.

6.—Correspondence as to the business of  
the Bank if marked *On Hongkong  
Savings' Bank* is forwarded free  
by the various British Post Offices in  
Hongkong and China.

7.—Withdrawals may be made on demand,  
but the personal attendance of the  
depositor or his duly appointed agent,  
and the production of his Pass-Book  
are necessary.

For the  
HONGKONG AND SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager.  
Hongkong, September 1, 1888.

754

NOTICE OF FIRMS.

NOTICE

M. M. GROTE has THIS DAY been  
Admitted a PARTNER in our Firm  
CHATER & VERNON.

Hongkong, January 1, 1888.

5

NOTICE

WE HAVE CLOSED the Foothong Branch  
of our Firm on the 31st ultimo, and  
transferred our Business at that port to  
MR. GUSTAV SIEMSEN.

SIEMSEN & Co.

Hongkong, January 28, 1888.

140

SAILOR'S HOME

ALL Cast-off CLOTHING, Books, or  
PARTS will be cheerfully received  
at the Sailor's Home, West Road.

Hongkong, July 26, 1888.

Intimations.

THE EASTERN MARK LODGE OF  
HONGKONG,  
No. 264.

A Regular MEETING of the above  
LODGE will be held in the FURN-  
MASON'S HALL, Zeitland Street, THIS  
EVENING, the 24th Instant, at 8.30  
or 9 p.m. precisely. Visiting Brethren  
are cordially INVITED.

Hongkong, February 25, 1888.

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HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The Ordinary Yearly MEETING of  
SHAREHOLDERS will be held in the OFFICES  
of the Company, No. 14, Praya, Central,  
February instant, at 3 o'clock p.m., for the  
purpose of receiving the Report of the  
Directors, and Statement of Accounts to  
the 31st December, 1887, and considering  
the expediency of increasing the number  
of the Directors of the Company to Nine.

The Transfer BOOKS of the Company  
will be CLOSED from the 14th to the 27th  
February, both days inclusive.

By Order of the Board of Directors.

DAVID GILLIES,  
Secretary.

Hongkong, February 9, 1888.

217

HONGKONG JOCKEY CLUB.

RACE BALL, 27TH FEBRUARY, 1888.

MEMBERS wishing to SUBSCRIBE  
will find Lists at the Club. Messrs.  
LANE, CRAWFORD & CO., KELLY & WALSH,  
and HONGKONG DISPENSARY. Subscribing  
Members will not require invitations.

H. J. H. TRIPP,  
Clerk of the Course.

Hongkong, February 20, 1888.

274

J. D. KILEY,  
MAIL-MAKER.

TENTS, AWNINGS AND  
FLAGS.

No. 23, Praya Central,  
HONGKONG.

Hongkong, November 1, 1887.

215

NAVAL CONTRACTS, 1888-89.

SEALED TENDERS, in duplicate, will  
be received by the Undersigned, until  
10 a.m. on FRIDAY, the 2nd PROXIMO,  
from Persons desirous of SUPPLYING  
the undermentioned ARTICLES for the Use  
of H. M. NAVY for the year 1888-89—

BISCUIT, RAISINS,  
SOFT BREAD, RICE,  
FRESH BEEF, SUGAR,  
VEGETABLES, TEA,  
POTATOES, and  
MILK, FRESH WATER.

Printed Forms of Tenders and further  
Particulars can be obtained at the  
SCHOOLKEEPER'S OFFICE.

The right to reject the lowest or any  
Tender is reserved.

W. H. LOBB,  
Naval & Victualling Storekeeper.

H. M. Victualling Yard,  
Hongkong, 20th February, 1888.

270

GOVERNMENT NOTIFICATION.

IT is hereby notified that telegraphic in-  
formation has been received from the  
Government of Madras that the MADRAS  
LIGHT-HOUSE will be EXTINUED FOR  
REFARS from March 7th for twenty-five  
days and RE-EXHIBITED on April 1st without  
any change in character or power.

By Command,

FREDERICK STEWART,  
Colonial Secretary.

COLONIAL-Secretary's OFFICE,  
Hongkong, February 18, 1888.

252

CHAS. J. GAUPP & Co.,  
CHROMESTER, WATCH & CLOCK MAKERS,  
Jewellers, Gold & Silversmiths,  
NAUTICAL SCIENTIFIC AND  
METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED  
BINOCULARS AND TELESCOPES.

RETRO'S LIQUID AND OTHER COMPANIES.  
ADMIRALTY & IMPRAY CHARTS,  
NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATEDWARE,  
Christofle & Co.'s ELECTRO-PLATEDWARE,  
GOLD & SILVER JEWELLERY  
in great variety.

D. I. A. M. O. N. S.

—&—

DIAMOND JEWELLERY,

A Splendid Collection of the Latest LONDON  
PATTERNS, at very moderate prices.

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN COMPANY, LIMITED.

NOTICE

## Entertainment.

THEATRE ROYAL,  
CITY HALL.

THE MEMBERS OF THE HONGKONG  
CHORAL SOCIETY  
WILL GIVE A  
THIRD PERFORMANCE  
(By Special Request)  
GILBERT & SULLIVAN'S OPERETTA  
'THE SORCERER,'  
THIS EVENING,  
26th February, at 9 o'clock p.m.

PROCEEDS TO BE DEVOTED TO LOCAL  
CHARITIES.

Tickets—Price, \$2 each.  
R. LYALL,  
Acting Hon. Secretary.  
Hongkong, February 25, 1888. 247

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debts contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ALICE ROWE, Hawaiian brig, Captain J.  
Phillips—Wolter & Co.

B. P. CHENEY, American ship, Captain  
Hughes—Douglas, Lapraik & Co.

BYLOTA, German barque, Capt. P. Weiss,  
Wolter & Co.

CENTENNIAL, American ship, Captain I.  
M. Bease—Russell & Co.

DOROTHÉ, German barque, Capt. H. T.  
Moller—Siemens & Co.

EME, British barque, Capt. W. Summers,  
Order.

GRANADIER, American ship, Capt.  
James G. Rowell—Russell & Co.

HATTIE E. TAYLER, British barque, Capt.  
J. McConachy—Gibb, Livingston & Co.

REMEDIOS, Spanish barque, Capt. Estival.  
—Remedios & Co.

To-day's Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo & Passengers at through rates  
NINPO, CHEFOO, NEW-  
CHWANG, TIENTSIN, HANKOW  
and Ports on the YANGTZE.)

The Co.'s Steamship  
Surpdon,  
Capt. CHENES, will be  
despatched as above at  
Daylight TO-MORROW, the 26th instant.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, February 25, 1888. 280

## GLEN LINE OF STEAM PACKETS

FOR SHANGHAI  
The Steamship  
Glen-Garry,  
Capt. TAYLOR, will be  
despatched as above on  
MONDAY, the 27th instant, at Noon.

This Steamer has superior First-class  
Accommodation for Passengers, and carries  
a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, February 25, 1888. 310

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SHANGHAI.  
(Taking Cargo and Passengers at through rates  
for CHEFOO, TIENTSIN, HANKOW  
and Ports on the YANGTZE.)

The Co.'s Steamship  
Vicenza,  
Capt. LEASK, will be  
despatched as above on  
MONDAY, the 27th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, February 25, 1888. 309

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.  
The Co.'s Steamship  
Fornax,  
Capt. HALL, will be  
despatched for the above  
Port on TUESDAY, the 28th instant, at  
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, February 25, 1888. 311

NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED.

FOR SAIGON, SINGAPORE, BATAVIA,  
SAMARANG AND SOERABAYA.

The Co.'s Steamship  
Dantam,  
Capt. SCHOUTEN, will be  
despatched as above on  
TUESDAY, the 28th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, February 25, 1888. 312

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.  
The Co.'s Steamship  
Narva,  
Capt. GODDARD, will be  
despatched for the above  
Ports on WEDNESDAY, the 29th Inst., at  
Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,  
General Managers.

Hongkong, February 25, 1888. 312

## ZETLAND LODGE.

No. 623.

A Regular MEETING of the above  
A LODGE will be held in FREEMASONS  
HALL, Zetland Street, on FRIDAY  
NEXT, the 2nd March, at 8.30 or 9 p.m.,  
precisely. Martine BRETHURN cordially  
INVITED.

Hongkong, February 25, 1888. 216

## To-day's Advertisements.

FOR SALE BY PUBLIC AUCTION,  
ON  
SATURDAY,

the 3rd March, at 10 a.m., at 16, Rue do  
San Lourenço, MACAO,—  
OFFICE AND HOUSEHOLD  
FURNITURE,  
(the Effects of the late Mr. MORTIMER  
MURRAY), including, amongst  
numerous other Articles:

DINING-ROOM and DRAWING-ROOM FURNITURE, SIDEBOARDS, GLASS, CHINA, a  
considerable quantity of SILVER and PLATED  
WARE, PICTURES, MIRRORS, BED and TABLE  
LINEN, &c., &c.

Also,

A PONY, with TRAIL, HARNESS, &c., in  
excellent condition.

The Lease of the House is to be disposed  
of privately, for Particulars, apply to

E. T. BOND,

H. B. M. Vice-Consul, ad interim.

Hongkong, February 25, 1888. 315

## SHIRE LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. BRECONSHIRE, FROM  
HAMBURG, ANTWERP, LONDON,  
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-  
formed that all Goods, with the exception  
of Opium, are being landed at their risk  
into the Godowns of the KOWLOON WHARF  
& GOHWA Co., at Kowloon, whence ad/or  
from the Wharves delivery may be obtained.

Optional Cargo will be forwarded un-  
less notice to the contrary be given before 4 p.m.  
TO-DAY.

No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining after the 2nd Proxime  
will be subject to rent at the rate of one  
cent per package per day.

All Claims against the Steamer must be  
presented to the Undersigned on or before  
the 2nd Proxime, or they will not be re-  
cognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,  
Agents.

Hongkong, February 25, 1888. 313

## GLEN LINE OF STEAM PACKETS

FROM LONDON, PENANG AND  
SINGAPORE.

The Co.'s Steamship  
Surpdon,  
Capt. CHENES, will be  
despatched as above at  
Daylight TO-MORROW, the 26th instant.  
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, February 25, 1888. 280

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## GLEN LINE OF STEAM PACKETS

FROM LONDON, PENANG AND  
SINGAPORE.

The Co.'s

SEVERAL thousand Chinese and Malays visit the port of London every year. It is therefore not surprising to learn—which we do from various quarters—that the practice of opium-smoking at the East-end is increasing. When Charles Dickens called attention to the subject in “Edwin Drood,” inquisitive persons found some difficulty in obtaining ocular evidence that the novelist had not drawn upon his imagination for his facts. Now there are seven opium dens within a short distance of one another, in which every night in the week numbers of Chinese may be seen both smoking and gambling. Some of these miserable creatures, over that they first contracted the pernicious habit in London; and it is also a melancholy fact that in the same places of resort may be found many English women of the lowest class. It is not surprising that the attention of medical men, as well as of philanthropists, has been directed to the increasing prevalence of the vice in the neighbourhood of the docks; and that medical journals have suggested that the State cannot afford altogether to ignore this state of things.—*Daily News.*

JEWS IN CHINA AND CHRISTIAN MISSIONARIES.—A correspondent of the *Archives* writes from Hong Kong, urging that effective measures should be adopted to prevent the large number of Jews in the hands of the Christian missionaries. He estimates the number to be as high as 200,000; but this figure is doubtless an exaggeration. A Mahomedan living at Canton has offered the opinion that it would be easy to attach these Jews once again to the ancestral faith, and that the present time is particularly opportune for such an attempt; as there exists in China considerable animosity against Christians. The Alliance Israélite Universelle is advised to send out a small number of agents, preferably engineers and medical men, who should be conversant with English, Arabic and Hebrew (with the Sephardic pronunciation), and they should adopt Chinese attire in order that they may more readily penetrate into the interior. The correspondent who happens to be well posted up in Jewish affairs at Hong Kong, suggests that a commencement should be made by the establishment of schools at a village in the interior, where there are numerous Jewish residents.—*Jewish Chronicle.*

THE GREATEST TELESCOPE in the world—the thirty-six inch refractor of the Lick Observatory on Mount Hamilton—is being brought to bear on the heavens with striking results. The astronomers have had to contend with a very unusual occurrence in this State, a cold snap which has frozen all liquids, and prevented the dome from revolving; but even with this drawback, they have accomplished something. Saturn has never been viewed to greater advantage; each of his rings being distinctly visible; it is already evident that errors in the ordinary astronomical maps of the planet will be discovered. A new star has been detected in Orion, and a number of photographs of the star Rigel have been taken. As the season advances each planet will be studied in its turn; April will be devoted to an examination of Mars, and it is hoped that discoveries will be made which will throw light on M. Flammarion's curious theories respecting that planet. The maximum power of the great telescope is 3,000 diameters: this may not convey a very distinct idea to the ordinary reader; he will realize its magnifying power better if I say that it enables a spectator on Mount Hamilton to see, quite distinctly, the people on board the Oakland ferry boats, fifty miles away.

FOUR HUNDRED YEARS OF SHIP-BUILDING.—The custom of naming one of our first-rate ships of war after the sovereign has, with little exception, obtained some 400 years, and a comparison of the cost of five of these vessels, built at about the termination of each century, is somewhat striking:—

1458 The Great Harry £14,000.

1588 The Elizabeth....(Not stated, but a ship about the same size cost £13,000.)

1688 The James Royal £22,750, without stores but with armament.

1788 The Royal George £60,600, with stores but without armament.

1888 The Victoria ....£724,855, with machinery but without armament.

There are not many points of resemblance between the first and the last named of these ships. One peculiarity, however, is common to both vessels; they are supplied with a round top on the main, not for the purposes of the marines, but in the older ship, for the use of archers and to throw stones from; and now, to serve as a platform for artillery. The weight of metal carried by the Great Harry would be thought insignificant now, but in those days was looked upon as a marvel. Her largest guns were certainly not more than equal to 32-pounders (demi-cannon), the remainder of the ordnance being composed of “culverins” (an 18-pounder), “sakers” (6-pounders), “minions” (4-pounders), and “falcons” (2-pounders).—*Army and Navy Gazette.*

SAFETY ON STEAMERS.—To abandon a ship and take to the boat is always a risky undertaking. It is seldom resorted to except in extreme necessity and under conditions unfavorable to so small a craft as ship boats. It is fortunate if at such times there are sufficient boats to accommodate all on board the distressed vessel. In the case of many of the large passenger steamers which cross the Atlantic there are not boats enough carried to do this, and especially during the season of the greatest travel it is this the case. Should it become necessary to abandon at sea one of these large steamers, it would be difficult to find room in the small number of boats for all the people on board. With the boat greatly overcrowded, in a rough sea and with perhaps few provisions, the situation would be a most serious one. Yet it would seem that steamers carry as many boats as they can conveniently find room for. Furthermore, sailors and officers often have no familiarity with the management of these small boats, having seldom had any training in this direction. Passengers must, as a consequence, lose much of the sense of security that was in the past seemingly afforded by the display of boats from ship's davits. Ocean steamers no doubt carry the number of boats required by law, and no blame is attached to them if this number is not sufficient. Beyond this they can afford no more room on their vessels. There seems to be only one way out of the dilemma and that is for steamers to increase the number and strength of their watertight compartments, so that nothing in respect of storm or collision would cause them to sink. This proposition has been made many times and there is a strong leaning as a consequence in its direction. But before it becomes an accomplished fact, attention will have been directed to it a great many more times. The continually increasing passenger traffic between America and Europe demands the immediate and serious consideration of this most important matter.—*New York Maritime Register.*

“FRAGRANT WATERS” MURMUR.—That the wailing and wallowing of the first two days of the Race Meeting were nearly too much for me, and I hailed the comparatively fine weather of yesterday with greater pleasure than I could have felt had I won the Champions.

That the misery and discomfort endured on these two days shows how much depends upon the condition of the weather on such occasions.

That as Jupiter Pluvius seems to take no chances in our Racing sweeps, nor cares for the success of our annual Meeting, it may become a question whether the Jockey Club should not dodge him by holding the Races in January.

That I hear whispers of a second Meeting this year, in which real Arabs will take a prominent part.

That the days of *Warrior*, *Haddington*, *Sir William*, *Exeter*, and *North Australian* will thus appear to revive for a short time.

That one good feature of this meeting was the respectable conduct of a thoroughly honest system of laying out money upon a given pony.

That the “blackleg” was not without his dues nevertheless.

That the surprises of the meeting appear to furnish much matter for reflection, especially to those who lost money by such sudden changes of fortune.

That while I am losing or winning my few stakes, I have a sneaking regard for the man who owns or rides ponies without a cent's advantage.

That I have come to the conclusion that pony racing, like most other things in this life, has its good and bad points, and that it is much more enjoyable in dry than in wet weather.

That it is curious how few followers one meets who are up to having lost a large sum at the Races.

That perhaps they disappear altogether, as I have known some of them do.

That when I lose money over the Races, I try to console myself with the reflection that I have benefited my fellow-creatures, but that this reflection is not an unfailing solace.

That I should much like to have a grow over those scribblers who have been foreing Import and Export statistics down our throats *ad nauseam*.

That the interference with natural laws is always attended with more or less danger, and if it is possible to convince scientists outside of their own figures, let them learn wisdom from the direful effects of introducing rabbits into Australia and sparrows into the United States.

That your Contributor who wrote, “Supply and demand regulate trade—not statistics,” has neatly hit off the truth.

That this same Contributor must be a bit of a wag in his way, as I fancy there is present in his remarks a dash of irony, and his suggestion to impose a registration fee, and put it in the invoices or account sales, is an ingenious notion.

That there may be room for doubt whether the London, Manchester and Birmingham people will regard this idea with equal complacency.

That the “ricksha coolies—the ‘cabbies’ of the East”—have reaped a rich harvest from the Race meeting.

That most residents would not grudge those gentry an extra fare during the Carnival week, but that some action should be taken to prevent them from insolently demanding three and four times the ordinary fare and refusing to carry people in the hope of forcing exorbitant fares at the last moment.

That I am informed that these ricksha men have been much more aggressive and insolent since the Police Magistrate (Mr. Wadsworth) openly encouraged them by his famous decision in their favour.

That if that somewhat amusing but excessively silly, circular emanating from the Postmaster General ever reaches Mr. Raikes, he will at once think that the latter part of Darwin's remark about London being a place of several million inhabitants, mostly fools, might with great propriety be applied to the Gibraltar of the East.

That the toleration of such arrogance on the part of a paid official shows that we require many other things besides breech-loaders before we are capable of taking care of ourselves.

That, as I wrote last week, the shareholders of the Companies and Corporations in this Colony will not challenge the action of their Directors.

That the ramifications and interwovenings of interest, in a social as well as in a business sense, are too complicated in Hong Kong as yet to allow of any effective stand being made.

That the effect of the thunderings, near or distant, produced by “writing to the paper” is only indirect, and that the shareholders take the dividends most out to them and say “Behold, it is good!”

That I was gratified to hear the Chairman of our local Bank make his speech to-day, even although he did not tell so much as he might have done.

That there is much reason in what he says or hints about giving too much information in public meetings, and the shareholders will be glad to hear that at no time in the history of the Bank has its affairs been in a sounder condition.

That, while agreeing with Mr. Bell-Irving and his colleagues that it would be a mistake to say too much, the shareholders as well as people who do business

with the Bank will “perhaps think” that there is also a danger sometimes in saying too little.

That one other gratifying point in the Chairman's speech is the remark that the Board are now “enabled to state in the comparatively fine weather of yesterday with greater pleasure than I could have felt had I won the Champions.”

That the misery and discomfort endured on these two days shows how much depends upon the condition of the weather on such occasions.

That as Jupiter Pluvius seems to take no chances in our Racing sweeps, nor cares for the success of our annual Meeting, it may become a question whether the Jockey Club should not dodge him by holding the Races in January.

That I hear whispers of a second Meeting this year, in which real Arabs will take a prominent part.

That the days of *Warrior*, *Haddington*, *Sir William*, *Exeter*, and *North Australian* will thus appear to revive for a short time.

That one would like to know what is likely to be the outcome of all the Jubilee talk about schemes—public park, sanitarium, public library, girls' homes, and so forth.

That it may be some consolation to note, amid all the ruin of the Jubilee schemes in Hongkong, that the good people of Canton have resolved to mark their Jubilee of the Medical Mission Society there, by establishing a Lunatic Asylum.

That I hasten to assure my readers that the promoters of this excellent and philanthropic institution have no lurking idea of opening a boarding-house for European.

That the now asylum is merely an adjunct of that magnificent and benevolent work of merciful healing which has been growing and flourishing for half a century in Canton, and which has done more to smoothen the intercourse of Europeans with the natives of South China than perhaps anything else.

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Irving and his colleagues that it would be a mistake to say too much, the shareholders as well as people who do business

with the Bank will “perhaps think” that there is also a danger sometimes in saying too little.

That the Chairman—in answer to Mr. Fraser Smith, I have to say that the less was caused by exchange.

Mr. Fraser Smith—I am much obliged to you. I shall take the earliest opportunity of publishing the information from the Government of Manila concerning this statement. I think it is only right that it should be before the world in a plain way.

The Chairman, after waiting for the adoption of the report.

Mr. Chater seconded and the motion was unanimously carried.

Mr. Fraser Smith—I fully approve of the resolution put before the meeting, but I beg to give notice that at the next meeting I shall oppose—the election of directors being proposed by the shareholders. I hope that in Hongkong this thing will be washed out—and it will not be before time. Directors should be proposed and seconded by shareholders, not by the Board. I am perfectly certain that there is no objection to the gentlemen proposed, but they ought to be proposed, not by the Directors, but by the shareholders; and the same remarks apply to auditors and to all officials elected at a public meeting. At the next meeting that this is put on the report I shall oppose it and canvas the shareholders to oppose it in principle.

Mr. Fraser Smith moved the re-election of the Directors, the Hon. J. Bell-Irving, Mr. C. D. Bottomley, and Mr. H. Hopkins. The motion was carried.

Mr. Chater proposed that the Hon. P. Ryrie and Mr. F. Henderson be elected auditors.

Mr. Anton seconded, and the motion was carried.

The Chairman intimated that the dividends would be paid on Monday.

BROWNIE.

#### HONGKONG & SHANGHAI BANKING CORPORATION.

##### HALF YEARLY MEETING.

The ordinary half-yearly meeting of the shareholders of the Hongkong and Shanghai Banking Corporation was held in the City Hall to-day. Hon. J. Bell-Irving presided, and there were also present:—

Messrs. W. G. Brodie, H. L. Dalrymple, W. H. Forbes, H. Hoppins, B. Layton, Hon. A. P. MacEwan, Messrs. S. C. Michael, J. S. Moses, L. Poenssener, and E. A. Solomon, directors; Mr. T. Jackson, Chief Manager; Hon. J. Bell-Irving, Hon. A. P. Ryrie, Hon. C. P. Chater, Messrs. A. V. Maitland, D. F. Hodson, F. Henderson, P. E. Toogood, J. D. Carvalho, S. J. Danty, P. E. Toogood, S. S. Benjamin, R. Frazer-Smith, D. McCollum, S. G. Bird, T. P. Foster, G. McChampeau, A. B. Vaudier, J. R. Anton, F. Gribben, E. Geoghegan, W. Gaskell, C. J. Gonvalves, &c.

The Chairman said:—Gentlemen, you are familiar with the figures of the Report, which has been issued to you. I shall be pleased to tell you what I have done to benefit my fellow-creatures, but that this reflection is not an unfailing solace.

That while I am losing or winning my few stakes, I have a sneaking regard for the man who owns or rides ponies without a cent's advantage.

That I have come to the conclusion that pony racing, like most other things in this life, has its good and bad points, and that it is much more enjoyable in dry than in wet weather.

That it is curious how few followers one meets who are up to having lost a large sum at the Races.

That perhaps they disappear altogether, as I have known some of them do.

That when I lose money over the Races, I try to console myself with the reflection that I have benefited

## THE LEAF AND THE BREEZE

(From the French of Arnaud.)  
Parted from the native bough,  
Whither, whither goes thou,  
Leafest frail?  
From the oak-tree where I grew,  
In the vale;  
From the woods all wet with dew,  
Lo! the wind hath torn me!  
Over hill and plain he flew,  
And hither he hath borne me.  
With him wandering for aye,  
Until he forakes me,  
I with many others stray,  
Heedless where he takes me;  
Where the leaf of laurel goes,  
And the leaf of the rose!

## FRAGMENTS OF YEARS AND AGES.

Where does the narrow finite end, the infinite begin?  
Go measure molecules that rest the ocean's breast within;  
The microscopic mite which hides on nature's rosy face,  
The candle-flame which flashes through immunities of space,  
The mighty whale affected by its most minute reverie,  
Itself a section of the boundless universe.

Go, drop a pebble in the lake and note the circles wide;  
Which wash in widening rings until they lap its every side,  
Each ring a larger, broader wave, until its final surge,  
Blends with the distance far away, where lake and landscape merge,  
Thy earthly life is but the first of ever-widening rings;  
Which lap sternly and blend with strange and mighty things.

So every little finite thing and every human soul  
Connects with waves which far away through seas eternal roll;  
No heart which hungers for the truth, no soul to God aspires;  
But flashes through electric space its yearnings and desires;  
No humblest footstep in the march of our most purpose trod;  
That did not echo even to the very throne of God.

Small, indeed the shell which holds the longest human life—  
Still smaller are the bounds which hold our hating and our strife;  
Our largest work a grain of sand upon the ocean's shore,  
Our evil doeds a murmured sound amid the ocean's roar;  
And yet each on a deathless part of my series profound,  
Which rippled with results, the seas eternal ages bound.

Then know, oh man, all thou canst know; the smallness of thy place, the greatness of thy mission still through God's eternal grace;  
The narrow limits of thy life, thy striving and thy powers,  
Yet with all these thy soul's estate of endless years and hours;  
So shall thy heart be humble still—it's weakness known to thee—  
So shall it prize its coming powers, the growth it cannot see,  
Which may await it yet within the Mighty Is to Be.

For broken moments, smallest things, make parts of endless space,  
The dots and lines of great designs which years and ages trace;  
The sum which merit and receive God's anger or God's grace.  
Within immunities of space the little things each find  
A place long since in God's great plan marked out and well designed;  
Though man gropes through these knowing not, unfeling, dull and blind—  
An insect in an endless plan, a spirit that shall live;  
Go study these deep-hidden things, with all the hopes they give,  
And know that little things are great, that great things too are small,  
In God's great plan his grand design was to embrace them all.

—Chicago Inter-Ocean.

## THE JOCKEY CLUB.

The following article from the Standard of the 23rd January (brought on by the German mail) will be of special interest at the present moment—

The recent vigorous action taken against two of our best known jockeys has drawn general attention to the Club that rules the Turf. The Jockey Club is a unique institution. Probably no self-elected body in the world has such power in its hands, for, in the exercise of its peculiar functions, the Club is supreme, accountable to no one. It governs racing in every detail. A first necessity of racing is a race-course; and no ground can be used for this purpose without the express licence of the Club, which, moreover, says how many meetings may be held every year. New courses are created or old ones suppressed, at the pleasure of the Club, as represented by the three Stewards who are its active Ministers, each being elected for three years—the senior retiring in the Spring. Every race-course must be governed and directed by certain officials— Clerk of the Course, Starter, Judge, Clerk of the Scales, Handicapper, and Stakeholder; and no man can act in any of these capacities without an annual licence from the Stewards (that is, from the Jockey Club), whose rules must govern every action of these functionaries. Any man may enter a horse for a race, it is true, but only according to various conditions. The animal must be so described as to be easy of identification. The first time a horse is nominated, the colour, sex, horse, mare, or gelding—must be stated, together with the parentage and name, if he be named; and if the name be changed, the old name as well as the new must be given in every entry until the change has been published in the "Monthly Calendar"—the racing calendar being the official organ of the Club. The rules also specify what weight horses are to carry in various circumstances—according to their age in what are known as "weight for age" races; not less than a minimum of 51 lb. in any plate or sweepstakes, and so forth—and also over what distances of ground they may be run; "on no account less than five furlongs, if two-year-olds only are concerned; not more than six furlongs before the 1st of July, with many other special provisions. Jockeys are among the necessities of racing, and in this matter, too, the Jockey Club is most careful to assert itself. No jockey is permitted to ride "on Newmarket Heath" or elsewhere where these rules are in force, without a special licence from the Stewards of the Jockey Club; but having licensed a jockey, the Stewards refuse to protect him; his fees are determined, and payment at scale enforced—so that a jockey never has a bad debt—three guineas for a race if he loses, and five guineas if he wins—and there is an

excellent rule which declares that at the end of his apprenticeship a jockey is free to form engagements for himself, irrespective of any that may have been made for him during such apprenticeship—a protection against the improper pressure of employers being thus provided.

It will be seen that a horse cannot run except by the permission of the Jockey Club, and that all who are in any way connected with him are directly amenable to Jockey Club rules and subject to penalties—lines and disqualification in some cases, and in others "warning off." If a horse runs at any meeting other than "where these rules are in force," in what is officially described as "an unrecognised race," it is for ever disqualified from taking part in any race at a meeting which is recognised, and so practically ceases to have any value in a race horse, for every flat race meeting which has any pretension to respectability or character is under Jockey Club rules. As for "warning off" Newmarket Heath," this is a penalty which effectively prevents the offender from taking any further part in the sport of racing. He cannot enter or run any race, or in that of another person, and if any horse of which he is owner or part owner, or which can be proved to be under his care, training, management, or superintendence, takes part in any race, the animal is disqualified. The offender cannot, of course, be driven of the open roads of England, Daws or Ascot Heath, but it is in the option of the Stewards to have him removed from any rings or influences which come under their jurisdiction as having been licensed for racing purposes by them. Not much is said, but it is not ripe for discussion. One does not want local Stewards to be fussy and unduly suspicious; but it is necessary that they should be alert—that, in fact, they should be men of the world, who understand their duties. At Newmarket, Ascot, Goodwood, and Epsom, the Stewards of the Jockey Club, who are also Stewards of these Meetings, can observe things for themselves. It may matter at other Meetings, seemed to demand investigation, the local Stewards will probably some day be raised, but it is not ripe for discussion. One does not want local Stewards to be fussy and unduly suspicious; but it is necessary that they should be alert—that, in fact, they should be men of the world, who understand their duties. At Newmarket, Ascot, Goodwood, and Epsom, the Stewards of the Jockey Club, who are also Stewards of these Meetings, can observe things for themselves. It may matter at other Meetings, seemed to demand investigation, the local Stewards will probably some day be raised, but it is not ripe for discussion. One does not want local Stewards to be fussy and unduly suspicious; but it is necessary that they should be alert—that, in fact, they should be men of the world, who understand their duties. At Newmarket, Ascot, Goodwood, and Epsom, the Stewards of the Jockey Club, who are also Stewards of these Meetings, can observe things for themselves. 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